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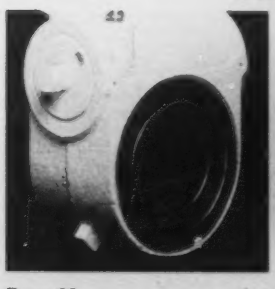

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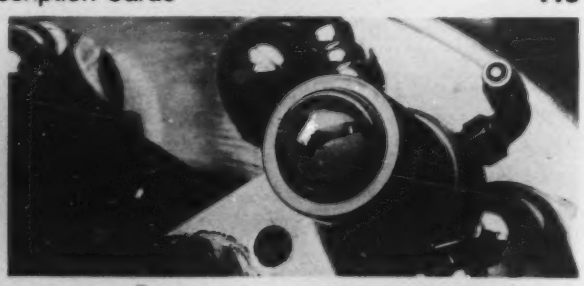

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IN THE NEXT ISSUE

Forewarned is forearmed! All interstate, private and common carriers lacking a U.S. DOT safety rating are targeted for an on-site compliance review lasting three to four hours. CCJ's December issue can help fleets prepare for a review by revealing the questions a DOT investigator will ask and the paperwork/files he will want to see.

Preparation is essential because the review will establish a safety rating that's difficult to change. A DOT safety-fitness rating labels an interstate carrier's accident-prevention and compliance efforts as satisfactory, conditional or unsatisfactory. Anything less than a satisfactory rating may have "an extremely detrimental effect" on your business and/or insurance premiums, cautions the American Trucking Associations. □

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Teamsters rally behind Presser to fight takeover attempt

Continued

said: "We are fed up with the government's big-bully tactics. We are not going to take it any more. We are going to fight back. We are going to win this war. You are the soldiers."

Republican presidential candidates Jack Kemp of New York and former Secretary of State Alexander M. Haig Jr., plus Democrats Jessie Jackson and Sen. Paul Simon of Illinois, voiced messages of support and condemned the Justice Department's actions.

While the federal government has never taken over a national union, it has been able to take control of a union local. Teamster Local 560 in Union City, N.J., the largest Teamster local in the country with about 8,000 members, has been under the trusteeship of a federal judge for more than a year. The Local, which was controlled for nearly 30 years by the Provenzano family, was found to be under the influence of organized crime.

Anthony, Salvatore and Nunzio Provenzano are currently in federal prison for crimes ranging from murder to racketeering and fraud involving Local 560 medical and dental plans. At the time of his conviction, Salvatore Provenzano was an international vice president and member of the Union's powerful executive committee.

Local 560 is currently being run by Edwin Stier, 47, a former director of the New Jersey Division of Criminal Justice. The Local's leadership in recent months organized a campaign to get the Local restored to the rank-and-file, but, so far, that campaign has been unsuccessful. The court has suggested that the Local is still dominated by organized crime and that other members may yet be indicted on criminal charges that could also involve some major motor carriers operating in the Northeast.

Presser told the 4,000 members that DRIVE, the Union's political action committee, may spend as much as $6 million to lobby against the Justice Department and the takeover effort. The Union's use of the rank-and-file to influence public and political issues has been traditional with the Teamsters since the days of ex-presidents Dave Beck and Jimmy Hoffa.

"You and your members must flood your congressional offices with letters, post cards and phone calls...to get Congress to say 'No, you can't do this,'" Presser said, as lobbying kits were distributed to the members.

Union officials have expressed anger over the threatened Justice Department indictment. Second in command Weldon Mathis of Atlanta, Ga., said: "This organization is not a haven for thugs, gangsters or crooks. I'm not dominated by organized crime; I don't know anybody in organized crime." Mathis, who reportedly was brought to Washington by the late Union president Frank Fitzsimmons to serve as his assistant and regular golfing partner, is now the Union's secretary-treasurer.

While the Union's leadership continues to deny any links to organized crime, the President's Commission on Organized Crime in a report last year identified the Teamsters as one of three national unions dominated by the Mafia. That perception of the Union was reinforced this summer in taped testimony by former Teamster president Roy Williams of Kansas City, who told a federal courtroom that the Union had been dominated by organized crime for as long as he could remember. Williams is now serving a term in federal prison for racketeering.

In related news, John Climaco, Presser's lawyer, reportedly told a Cleveland federal judge that his client, Presser, has recovered sufficiently from cancer treatments to stand trial on a federal indictment charging the Union leader with embezzling $700,000 in Cleveland local funds allegedly paid to employees who did no work. Presser was indicted in May 1986, but his trial, slated to start in August, was delayed because of Presser's surgery for two lung tumors. □

IBT may have $15 million in PAC funds to battle takeover

By **CARL GLINES**, *Executive Editor*

In his speech to 4,000 members in Cincinnati, Oh., in September, Teamster president Jackie Presser said the Union was prepared to spend $6 million in a national lobbying campaign to block a threatened Union takeover by the U.S. Justice Department.

The money, Presser said, would come from DRIVE, the Union's controversial Democrat, Republican Independent Voter Education fund. In a recent 18-month period, DRIVE raised 10 times more in contributions than it had four years earlier.

For the 18-month period ending June 30, 1986, Federal Election Commission records show that the Union raised $2,806,109, although Teamsters membership reportedly declined from a high of 2.3 million to 1.8 million members. Membership in the Union's freight hauling division, which has dominated Union policy, has reportedly dropped to about 150,000 from an earlier high of about 400,000.

The reason for the significant increase in DRIVE funds, however, is a negotiated Union checkoff system that allows a $1 weekly payroll deduction from all Union workers. The checkoff system was written into the Union's last national three-year contract, despite some rank-and-file opposition to it. That contract is due to expire in April 1988.

Prior to the existing Union contract, rank-and-file contributions

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IBT may have $15 million in PAC funds to battle takeover

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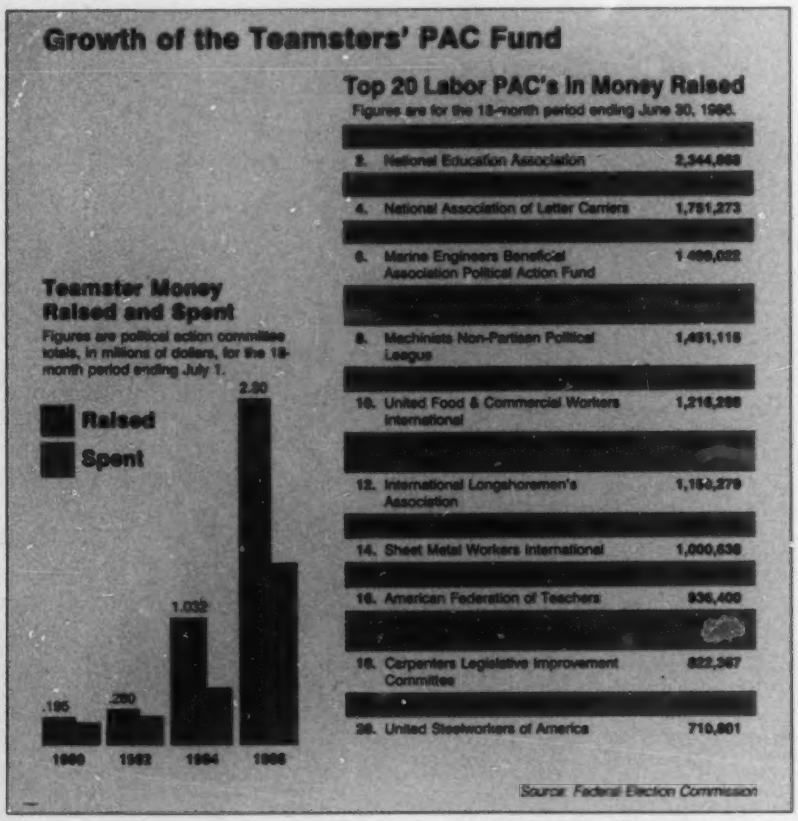
Growth of the Teamsters' PAC Fund
Teamster Money Raised and Spent
Figures are political action committee totals, in millions of dollars, for the 18-month period ending July 1.
Raised
Spent
.195
.280
1.032
2.30
1980
1982
1984
1988
Top 20 Labor PAC's in Money Raised
Figures are for the 18-month period ending June 30, 1986.
2. National Education Association 2,344,868
4. National Association of Letter Carriers 1,751,273
6. Marine Engineers Beneficial Association Political Action Fund 1,499,022
8. Machinists Non-Partisan Political League 1,491,116
10. United Food & Commercial Workers International 1,216,268
12. International Longshoremen's Association 1,154,279
14. Sheet Metal Workers International 1,000,636
16. American Federation of Teachers 936,400
18. Carpenters Legislative Improvement Committee 822,367
20. United Steelworkers of America 710,801
Source: Federal Election Commission

to DRIVE were on a voluntary basis. Union president Presser is generally credited with getting the payroll deduction plan written into the last agreement with unionized carriers.

In October 1986, Wallace Clements, director of DRIVE, said the Teamsters would collect $5 million by the end of 1986 for political campaign purposes and that the fund would have $15 million available to spend by the 1988 general election. DRIVE's financial resources are not normally made public by the Union except once every five years when the Union meets in convention and presents a report on Union activities to the membership. That report is required by federal law.

Increased spending by DRIVE is expected to provide the Union with increased influence on Capitol Hill, despite the Union's longstanding reputation for being corrupt. That will probably make the Justice Department's job all the more difficult, since pressure is already building within the country's labor movement to stop the proposed federal trusteeship.

Mark Rodgers, who handled labor liaison for the Republican National Committee in 1986, said: "Obviously, when you have more money to spend, you obviously get your message out."

David A. Sweeney, the Union's top lobbyist, said: "If you're going to be a player in the game, you owe it to your members to have a PAC [political action committee]. I think the politician thinks if you're raising a lot of money, it improves your acceptability because you're a political force to be reckoned with." □

PTCA trying to limit impact of new Texas laws

From CCJ's Washington Bureau

New laws in Texas requiring private carriers to register and meet new insurance limits has triggered a national effort by the Private Truck Council of America (PTCA) to try to block similar efforts in other states.

PTCA is trying to convince the states to "increase direct enforcement efforts against the actual trucks and drivers on the road, rather than imposing paper-shuffling burdens that are at best marginally beneficial in protecting the public."

And PTCA is asking the Texas Railroad Commission, that state's regulatory body, to apply the new laws only to vehicles with a GVW in excess of 26,000 lb, and require only a $300,000 single combined insurance limit applied to private fleets with vehicles over 10,000 lb.

In addition, PTCA says the Texas Railroad Commission "does not have, and should not assume, authority to cancel a private fleet's registration and effectively keep that company from operating any vehicles in the state."

PTCA told the commission that it considers the registration of private carriers an "unnecessary regulatory burden, unwarranted by any safety considerations. Statutory provisions mandating private carrier registration and insurance are a bald effort by the regulated carriers in Texas to place another regulatory obstacle in front of their competitors for freight," concluded the PTCA. □

U.S. Truck rejects Baytree

Chicago—A proposed tender offer by Baytree Investors of Chicago for U.S. Truck Lines Inc., of Delaware was rejected by the truck line's board of directors. Instead, the board voted to examine other moves including restructuring the size of the company to maximize shareholder values and to defer payment of a regular 15¢ quarterly dividend. □